

LUCILE'S TRAIN ROBBERY

By Sarah C. Weed.

OW Lucile, it's your turn!" "But I don't know any ghost stories. Let somebody else tell one!"

"Oh, there needn't be anything like a real live ghost in it. Just anything that's thrilling and mysterious!"

"Well," replied Lucile, thoughtfully, "the most thrilling story I can tell is something that happened to me last summer."

The listening group drew a little nearer the fire and turned expectant faces toward Lucile, who leaned forward from her pile of cushions.

"You know that after college closed last June, I started on a trip through the far West with a party of friends. We spent several weeks in traveling, and had a most delightful time. After reaching California the party broke up, and I planned to remain a few weeks with a friend who was to come East with me and pay me a return visit."

"I started at once and alone. You can imagine the apprehension with which I began the long journey. It seemed as if I could never come to rest, and the train seemed to crawl as we dragged through the weary hours into the second day."

"At last we reached a wide stretch of prairie country. I had slept little the night before, and the train was beginning to tell upon me. When bedtime came I took a simple sleeping powder and went to my berth early. The powder had an almost instantaneous effect, and I was soon asleep. Then began a series of haunting dreams. I seemed to pass through calamity after calamity, indefinite and awful. At last the dream took tangible form. I was on the swiftly rushing train. A terrible collision was about to happen. In the distance I could hear shouting, followed by several sharp explosions. Another moment and the crash would come! Then with a struggle I awoke."

"In trembling haste I drew on my shoes, and throwing my dressing robe round me, I ran down the car to where I saw people hurrying through the door. In the mingled confusion of dream and waking reality, I paid no attention to the group, except to see that they were in frantic haste, and that they were all crowding down the steps on one side of the car."

"For a moment they seemed to hesitate, as if to make room for me. 'Don't wait for me,' I cried. 'I will jump from this side, and I made my way down the steps in eager haste.'

"By this time the train had nearly stopped, and I found no difficulty in swinging off the lower step to the ground. By the dim light that came from the train I could see that I was the only one who had alighted on my side of the track; the others had escaped on the opposite side. A feeling of great thankfulness came over me when I thought I had been saved in what seemed a wonderful way."

"But as I watched, a mighty wrench seemed to shake the train from end to end, and instead of stopping, it seemed to gather motion. Car after car passed me with increasing swiftness, and as the last one whirled by, I looked about for those who, like myself, were left standing by the tracks. I was alone!"

"With terrified eyes I peered into the darkness on all sides, but not a living thing could I see."

"It must be some awful dream. Surely I was on the train that was moving away in the night! I pinched myself; I cried aloud. Surely I could feel, and I could hear the sound of my voice. With the feeling of horror still upon me, I rose and started along the track after the train."

"Once I stumbled and nearly fell, and for a moment the shock brought me to myself. As I lifted my head a familiar sound caught my ear, and away in the distance I could see coming toward me a moving speck of light. My dream was merciful at last! The train that had whirled away in the night, leaving me in that terrible dark loneliness, was returning. I should dream that it stopped and took me aboard, and the horrible nightmare would be ended."

"As I looked and listened the light became big and bright, and the sound grew until it became like the rushing of wind. I stepped aside just in time to allow the Western Express to race by me. Again I was walking along the tracks, and it seemed that I had been walking thus for cycles upon cycles of time."

"Gradually I became aware that a change was taking place about me. I raised my eyes and saw along the eastern horizon a faint, unearthly light creeping into the sky. It slowly strengthened, until above the horizon showed the slender crescent of the waning moon."

"A few hours more and the strain upon my reason would doubtless have been too great, but before long morning began to approach. The air took on a new freshness; the stars paled, then disappeared, and the watery moonlight lost itself in the light of the coming sun."

"As the landscape grew in the morning light the unrealities of the night began to pass, and I began to comprehend what had happened. I stopped and looked at the tracks that stretched away to the vanishing point before and behind me. There was only one explanation possible. I had had some terrible dream, and under its spell I had in some miraculous manner got off the moving train. The group that I had seen hurrying through the car

and down the steps had been only the shadows of a dream. "Gradually the difficulties of my position forced themselves upon me. What was I to do? Here I was, alone upon the great prairie, with no habitation within miles. My clothing, my ticket and my money were all on the train that was fast making its way to the East. There was only one thing I could do. In some way I must stop the next train."

"In the meantime I continued my walk. The morning light was now sufficient to give me a clear view, and after a little, as I looked far ahead down the narrow, glistening tracks, my heart gave a great leap. Surely there in the distance was a building near the tracks."

"It was still early morning when, footsore and exhausted, I reached a little telegraph station, where I found a sleepy night operator. He opened his eyes wide when a young woman, attired in a dressing robe, a young woman whose hair was disheveled and shoes scratched, appeared before him. I told my story as coherently as possible, and was relieved to find that he agreed with my explanation."

"Yes," he said, when I had finished, "you must have had the nightmare, and had it bad. But how you ever got off that express train without breaking your neck is more than I can see!"

"I never think of that night operator without a feeling of gratitude. He was a man of resource. In a few moments he had made and placed before me a cup of steaming coffee, clear and strong."

"Now," he said, "we must plan what's to be done. In about an hour your train will reach Hamlin, where it makes a stop of twenty minutes. I will telegraph there to have your things removed from the car and held for you. Then I will get orders to have the next express stop here and take you aboard. It will not delay you many hours."

"He sent himself at the instrument, and then began the click! click! that seemed to me to continue many weary minutes. At last he turned to me with a smile."

"It's all right," he said, "they will take your things from the train, and the next express, that goes through in about two hours, will stop for you. Doubtless your disappearance has not yet been discovered, and won't be until the train reaches Hamlin."

"Another weary wait began, broken at last by the insistent click of the telegraph. As word after word of the message was spelled out by the instrument, a look of surprise and keen interest came into the face of the operator. At last he turned and looked at me curiously."

"Well, young woman," he exclaimed, at last, "you have had an experience, and no mistake! One that you won't forget in a hurry, or I miss my guess!"

"Then he told me that message that I had just come over the wires. My train had reached Hamlin, and my absence had not been discovered until then. So far, nothing very startling, but listen to this! When the train from which I had made such a mysterious exit reached Hamlin it had a strange tale to tell. The night before, on the open prairie, it had been boarded by a large band of train robbers. There had been a brief struggle, in which the robbers had been successfully repulsed, and the train had gone on its way."

"A few weeks before there had been a daring and successful robbery on one of the roads in the Southwest. A large sum of money had been taken from the express car and the mails rifled. The detectives who worked on the case believed this robbery was one of a series that had been carefully planned, and had warned all the Western roads to be on the alert. When the train on which I had taken passage started for the East, it had on board, all unknown to the passengers, a strong guard."

"In the struggle that followed the attempt to hold up the train, the robbers soon saw they would be overpowered, and sought to make their escape. To create confusion and to make it more difficult for the guard-in-the-express car to shoot, they had plunged through one or two of the other cars, and so off the train. My car had been one through which they had rushed, and it was this band of desperate men that I had followed in the affright of my awakening."

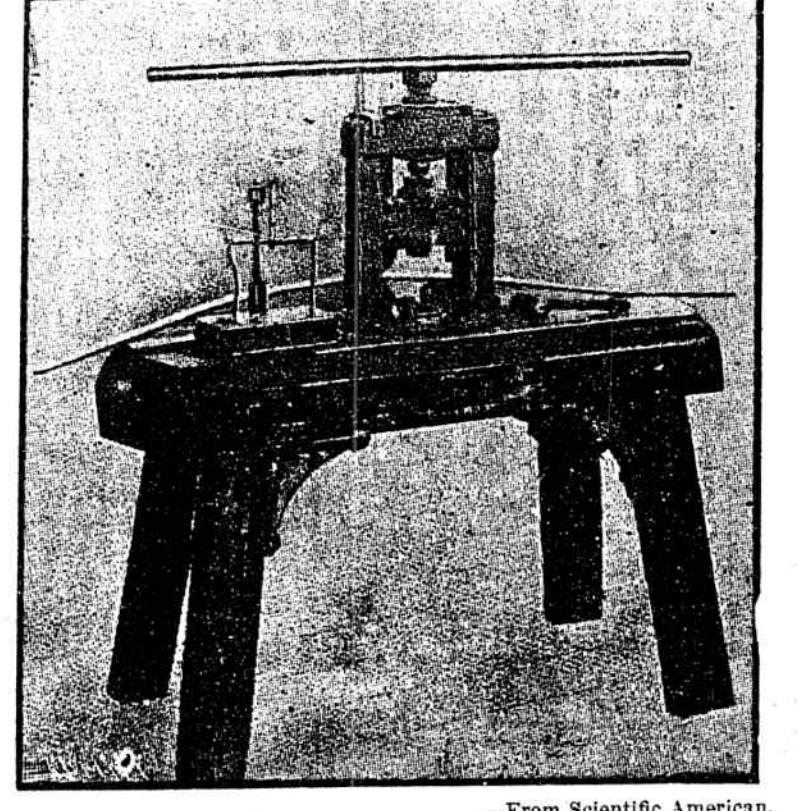
"The train had been brought nearly to a standstill, and that is why I had no great difficulty in getting off. Of course when the robbers reached the ground they scattered in all directions, and hence I saw no one beside the tracks when the train had passed."

"You can imagine the feelings with which I heard the operator's story. It was a relief to know that I had not been the victim of a sleeping delusion, but when I thought of the night, the lonely prairie, and the desperate men, a new terror took hold of me."

"The rest of my journey was without incident. The anxiety in regard to my mother kept in check the nervous reaction that might have followed the terrible experiences of that night. When I reached home I found the critical point in my mother's illness passed, and the danger over. It was then that the reaction came, and for days I was almost prostrated. Even now the terror and haunting unreality of that night on the lonely prairie will seize upon me, and I imagine I shall never get beyond the spell of that experience."

A Wizard of the Orchard. If reward is to be measured by service, then Luther Burbank, of California, deserves more at the hands of his fellows than any martial hero or captain of industry. Mr. Burbank is a "wizard of horticulture." He experimented with potatoes with the result that the potato industry has been revolutionized. He turned his attention to plums, and produced a finer flavored and larger fruit than any yet grown in America. South Africa is dotted with orchards of "Burbank plums." Now he has perfected a prune so large that it makes the average prune look like a dried raspberry, and so sweet that it needs no sugar when prepared for the table. He has grown a thornless raspberry, and now he has a thornless cactus that bids fair to restore the desert places and make them habitable for man and beast. Luther Burbank has added millions to the productive value of orchards and vineyards, and has done so without shedding of blood or doing violence to any man.—The Commonwealth.

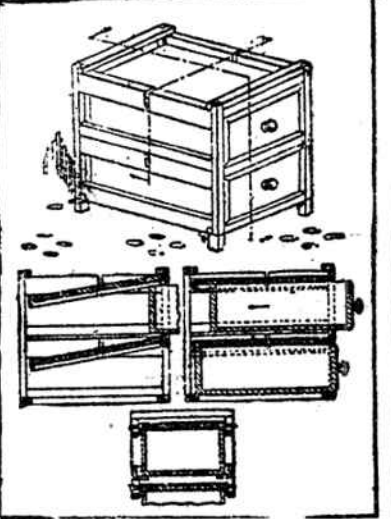
First Coining Press Used in the United States Mint—Over 100 Years Old.



—From Scientific American.

DUST CANNOT ENTER.

Many a housewife and museum curator has good reason to regret that drawers as a rule are neither dust nor vermin proof. To have your treasures, whether they consist of linens, books, or unreplaceable specimens ruined when they were apparently secure from anything less than a fire is disheartening to say the least. Two Swedish inventors of Providence, realizing the field that exists for a dust and insect proof drawer, put their ingenuity to work and have evolved a very simple but effective construction. The essential feature of the construction is a wooden or metallic cover for each in-



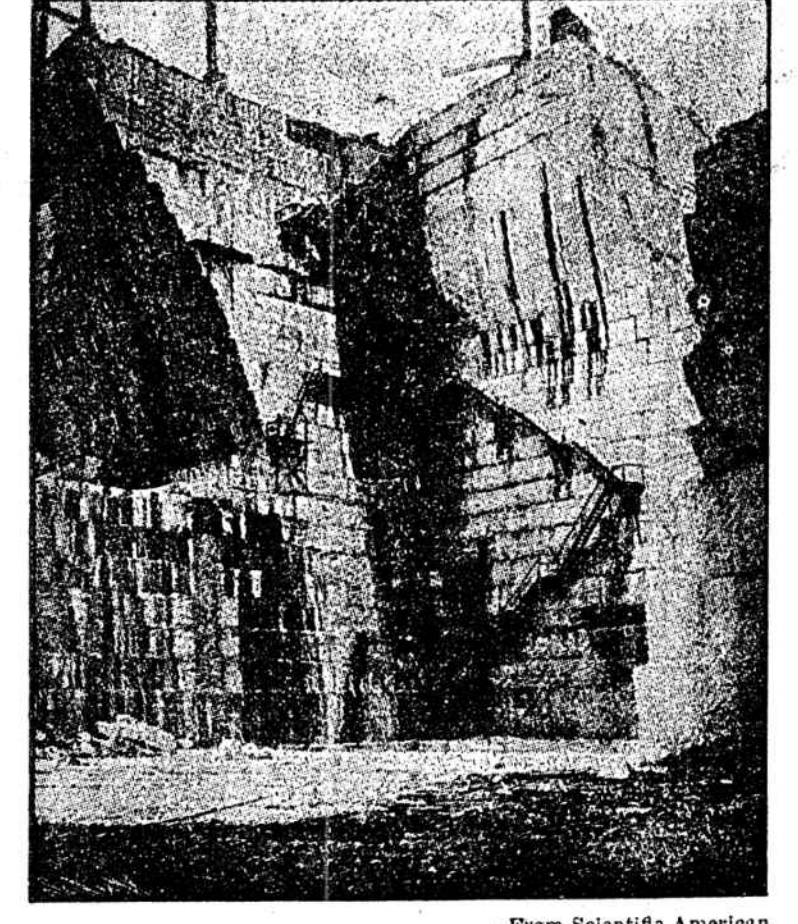
DUST-PROOF DRAWERS.

dividual drawer. Three edges of this cover, the sides and the rear, are provided with a downward extending flange, adapted to close in the sides and back end of the drawer. The front edge terminates under a flange forming an integral part of the supporting framework. This cover is pivoted at some nearly central point, and as a drawer is withdrawn beyond this pivotal point the cover drops down in the back and raises correspondingly in the front, allowing the drawer to be entirely withdrawn without displacing the cover. The drawers and covers may be made of wood, metal or any suitable material.

How Port Arthur Got Food. The medium-sized northern Chinese junks make first-class blockade runners. They are built very low in the water, with the decks almost awash when loaded, so that only the bow and stern rise noticeably above the water line. They are strong, flat-bottomed, and of unpainted, dirty wood, with no bright colors about them. Propped by from ten to twenty oarsmen, if the sails fail, they glide through the water with no noise or smoke, and are very difficult of detection. Dogging along the shore and among the numerous islets which extend from the Shan-tung peninsula across the mouth of Pechili Gulf, they closely resemble the low, brown rocks, and during the recent siege hundreds of them evaded the Japanese watchers and carried tons of fresh provisions and vegetables to the beleaguered Port Arthur garrison.—London Times.

The capital invested in the railroads in Argentina amounts to \$500,000,000, that of Brazil to \$434,000,000, of Peru to \$180,000,000 and that of Chile to \$130,000,000.

A VERMONT MARBLE QUARRY 200 FEET DEEP



—From Scientific American.

BOLD ROBBER CONFESSES

Man Who Has Terrorized New York City For Weeks Is Caught.

WISHED TO EMULATE "RAFFLES."

Christopher Smith Tells Acting Inspector O'Brien at Police Headquarters That Money Was Not the Cause of His Theft—Laughed at His Many Victims—Left Valuable Jewelry Behind.

New York City.—Following his identification Christopher Smith, alias "Sand Rock," confessed in his cell to Acting Inspector O'Brien that he was the "hold-up man," who for weeks has created terror on the upper east and west sides of the city.

According to Inspector O'Brien, he not only admitted the bulk of the hold-ups with which he is charged, but also confessed to a daring hold-up, which, although committed last November, has never been reported to the police. He denies, however, any knowledge either of the entry into General McCook's home or of a recent Fifth avenue stage robbery.

He disclaimed any desire to plunder and asserted that a wish to emulate W. E. Horning's "Raffles," the Amateur Crackman, which he had seen played, largely inspired his acts.

As proof that he was not "out for the dough," but mainly for the story, he cites instances in which he ignored diamonds lying in plain sight, and also the case of the unreported "hold-up," in which he says he returned to a woman a marquis ring worth several thousand dollars. Inspector O'Brien estimates that on Smith's confession the value of the articles he has stolen is only \$120.

Smith boasts that throughout his series of hold-ups he never once ran away. He derides the utility of certain policemen on post duty, declaring that on several occasions, after emerging from houses he had "held up," he stood or walked in plain view within a few feet of detectives. He boasts that his work was "easy" and that he could have held up banks had he so wished.

It was at his own instance, Captain O'Brien says, that Smith told the story of his crimes. He seemed particularly amused at the fears he had excited, but expressed sorrow that Miss Eva Shipman had been unnerved and made ill by his visit to her father's house. He said he had tried to emulate the exploits of Western bandits in addition to those of "Raffles."

"Captain O'Brien is having Smith watched day and night, as when he was taken to Headquarters he said when asked if he wanted something to eat that he would prefer carboolic acid."

Smith began by saying that he wanted especially to clear up inaccuracies that had appeared in the published accounts of his exploits. He boasted that he could hit a fifty-cent piece at fifty yards ninety-nine times out of a hundred with a revolver.

At the house of Mr. Woerz, he said, after he went into the house he had backed Miss Hoffman, Mr. Woerz's niece, upstairs into the room where the other women were, and had demanded money.

"They were all so frightened," he continued, "that they had to sit down. I sat down, too. I had to turn my face away so that they would not see that I was laughing."

Smith denied that he had confederates. Besides the \$85 that he got from Mr. Woerz, he netted all told \$1 at the Delta Phi Club and \$35 from paying Heighe's watch, which he got in the Delta Phi Club house. He told with great gusto of telephoning to an evening paper which had offered \$1000 reward for his capture.

"Will you pay me the reward if I go down to the office?" I asked them. They wanted to know who I was, and I said, 'I'm Raffles. I'm the man you want.' They said they would pay the money if I went down to the office, but I never went."

MAN EXPLODES AFTER DRINK.

Drank Bottle of Compound on Wager, Froze to Death and Blew Up.

St. Paul, Minn.—Peter Eberhart is supposed to be the name of a farm-hand who drank a small bottle of nitro-glycerine on a wager, froze to death while walking home and exploded when efforts were made to thaw him out.

Peter worked near Wheatley, Minn., and while in the village got intoxicated, it is alleged, with the town marshal, who showed him a bottle of nitro-glycerine, saying it was taken from a bank robber. Peter bet that he could drink it and never feel injurious effects. He drank it and started for home.

He failed to get home, but the next morning was found by the roadside frozen to death and much distorted. He was picked up and hauled to the home of Claude Armonville, his employer, where his late "boss" undertook to thaw him out, so that the body might be placed in a coffin and properly composed. While the body was left in an outbuilding near a stove in which was a roaring fire, the nitro-glycerine exploded. The building was almost as completely wrecked as was the body of Peter.

Eberhart was a strange character and had often threatened suicide.

To Pass City Bills.

Former Governor Odell, of New York State, after a conference with Republican leaders, announced that the Legislature will pass all bills asked by New York City, and also a bill regulating telephone rates, if united citizens request it.

Orders Out All Signs.

Mayor McClellan, of New York City, officially ordered that the advertising signs be taken out of the subway or they must be removed by force.

Rubber Introduced Into Hawaii.

After many years of trials the introduction of rubber in a commercial sense has been established in Hawaii. Six years ago a rubber plantation was started at Nahu, but little had been heard of the venture until recently. Now the trees have been found in a condition to produce rubber, and the work of gathering sap probably will soon begin.

For Wall Street Postoffice.

Postmaster-General Wynne promised a branch postoffice in Wall Street, New York City, as a practical certainty.

VESSEL FOUNDERS AT SEA

The Furness Liner Damara Goes on Rocks Near Halifax, N. S.

Sinks in Few Minutes, But Two Boatloads of Crew and Passengers Get Off in Safety and Reach the Shore.

Halifax, N. S. — The Furness Line office here was advised of the arrival at Point Pleasant of the missing boat from the steamer Damara, which ran on the rocks at Musquodoboit, thirty miles east of here, early the previous morning. The boat contained Capt. Gorst and four passengers, and ten of the crew. They suffered little ill effects from their experience. The steamer carried thirty-four persons in all. The first officer and eighteen men landed at Pleasant Point the afternoon before after a terrific struggle with wind and sea.

Word was received from Capt. Harrison, marine superintendent of the Furness Line office, who left at midnight on a tug for the scene of the wreck, that the steamer had sunk in ten fathoms of water.

The first officer, H. J. Nuttall, who sent the first news to this city by telephone, said that it was 2.30 a. m. when the steamer struck on the ledge. The weather was thick, with a heavy snowstorm in progress and a gale blowing off the shore. The steamer passed entirely over the ledge, and tore a large hole in her bottom. As soon as she cleared the reefs the pumps were sounded, and it was found that she was making water fast. The pumps were kept going, and it was hoped that the ship would make some point of land where the crew could beach her with safety. This was found impossible, however, as the water rose so fast that the pumps could not keep the steamer free. The water rose rapidly, and the fires were extinguished, so orders were at once given to launch the lifeboats.

Nuttall, with eighteen of the crew, went off in the first boat, and soon afterwards the second boat was put over the side. The captain, four passengers and the remainder of the crew, ten men, entered the boat and pulled off a short distance from the Damara. When they left the steamer there was fourteen feet of water in the hold, and she was dipped heavily by the bow. Nuttall said that it was daylight when they started for the land, and a short time afterward, a snow squall, shut out their view of the captain's boat. After that they did not catch a glimpse of the liner, which was then on the verge of foundering. When the weather cleared slightly, the steamer was not in sight.

Nuttall said that the men in his boat were so exhausted from cold and hunger that they never would have been able to make the land had not the people of Pleasant Point come to their assistance and dragged their boat ashore. They were cared for by residents of the settlement, who showed them every attention. Two of the engineers were in the boat which made the land.

KING OSCAR UNABLE TO GOVERN

Again Turns Over Authority to Crown Prince, on Account of Illness.

Stockholm, Sweden. — King Oscar, who is seventy-six years old, is indisposed and unable to transact State business. At a session of the Council of State he handed over the reins of government to Crown Prince Gustaf until further notice.

This is not the first time that King Oscar has entrusted the Crown Prince of Sweden and Norway with the government. He was compelled by ill



KING OSCAR OF SWEDEN.

health to do so in January, 1890, and it was reported at the time that the people of Norway and Sweden wished him to abdicate. The King reassumed power in January, 1901, after visiting England and France.

King Oscar was born January 21, 1829. Crown Prince Gustaf was born June 16, 1858, and was married in 1881 to Princess Victoria of Baden. They have three sons.

Navy Refuses Armor Contract.

The Navy Department refused a contract for eight thousand tons of armor plate to the Midvale Steel Company, and gave it to the Carnegie and Bethlehem companies.

Boy Kills Little Sister.

Playing with a rifle, twelve-year-old Alfred Burke of Tawas City, Mich., killed his ten-year-old sister and seriously wounded a four-year-old playmate.

Heavy Damages For Collarbone.

John J. Harkins, of Montclair, N. J., has sued John H. Kent for \$20,000, alleging that Kent built a scaffolding from which Harkins fell and broke his collarbone.

Woman Dead at the Age of 107.

Henrietta Johnson died in London, England, at the age of 107. She was born in Baltimore, Md., U. S. A., and was in the service of an American family named Cator.

Newsp Cleanings.

Over \$1,000,000 worth of diamonds are stolen every year from the South Africa diamond mines.

In Mexico the Department of War is studying a project to establish night schools for the soldiers.

In Prussia the price of medicine is regulated by the State, a new price list being published every year.

The Government of Venezuela has decided to give no titles to coal mines in the future, but to exploit all such mines under its own supervision and ownership.

MINOR EVENTS OF THE WEEK

WASHINGTON. President Roosevelt signed the bill providing for construction of railroads in the Philippines.

It was officially announced at the White House that Frederick L. Allen, the Commissioner of Patents, would be retained in his present office during the new Administration.

The House Committee on the Judiciary by a vote of eight to five ordered a favorable report on the Clayton bill repealing the Bankruptcy law. A minority report will be made to the House by Mr. Powers, of Massachusetts.

Senator Platt's bill relieving automobile owners of the necessity of drawing gasoline fires before boarding ferriesboats passed the Senate.

Display of force, it is feared in Washington, may be the only means of bringing the Venezuelan Government to listen to claims of American citizens.

The State Department has amended the protocol under which it is proposed to administer fiscal affairs in Santo Domingo.

Speaker Cannon declined to attend President Roosevelt's dinner at the Supreme Court Justices because he was unwilling to concede social precedence to the Justices.

OUR ADOPTED ISLANDS.

Governor Wright had a conference with the municipal presidents of the Province of Cavite. He is arranging for the co-operation of all the Insular forces against the ladrones. An additional force of constabulary has been placed in the field and the ladrones are now outnumbered and are scattering. Some of the native officials say that they have been obliged to feed the ladrones and furnish information to them on penalty of having their property destroyed and being ruined.

The production of rubber has proved commercially successful in Hawaii.

Fifteen American warships sailed from Luzon, P. I., southward to maintain neutrality in the archipelago.

General Corbin, commanding the Philippine Division, announces the death from acute septicemia at Camp Bumpus of First Lieutenant Morton L. Avery, Philippine Scouts, who was wounded in action at Dolores River, on January 10.

A force of constabulary commanded by Lieutenant Mohler has killed five sub-leaders of the ladrones in the Island of Negros and beheaded Papa Isio, their leader. Papa Isio was called the scourge of the island. For ten years he was engaged in pillaging haciendas and kidnapping farmers for ransom. A reward of \$2000 was on his head.

DOMESTIC.

President Tift, of the New York City Board of Education, was re-elected.

Judge Lucien L. Shelden, of Clinton County, N. Y., was chosen to succeed Dr. Albert Vanderveer, of Albany, N. Y., as a member of the State Board of Regents at a joint Republican legislative caucus at Albany.

Christopher Smith, the boy burglar, of New York City, was held in \$8000 bail for the Grand Jury.

Chancellor McCracken, of the New York University, deprecating the military treatment of the times, forbade his students to join in parade at President Roosevelt's inauguration.

For the first time in sixty-five years an application was made to challenge the members of the New York County Grand Jury, the move being made in the Morse-Dodge trial.

Two more alleged wires of Johann Hoch were discovered by the police, and a Chicago, Ill., chemist found that his last wife died from arsenical poisoning.

The Jordan-Marsh Company, of Boston, Mass., was alleged to have been robbed of about \$100,000 by a band of conspirators in the last five years.

Eight men, the crew of the schooner Amanda, lost at sea, were landed in New York City from the steamship Mesaba, which had rescued them.

The New York Legislature, at Albany, N. Y., voted to investigate charges made against Supreme Court Justice Hooker.

More than a million fish eggs and a large consignment of game for breeding purposes will be sent to New Zealand. Ten elk, given by President Roosevelt, are among the animals.

Caught robbing the Brooklyn Navy Yard, James Sebery was shot and instantly killed by Private L. T. Milton, a sentry.

Arrested for arson, sixteen-year-old Raymond Bowman confessed setting fire to eight places at Charleston, S. C.

Within ninety minutes an issue of \$75,000,000 four per cent. refunding bonds of the Southern Pacific Railroad were sold in New York City.

FOREIGN.

German mine owners refused to meet the operatives to discuss differences, and the Government has introduced a bill reducing the time of a working day in heated galleries.

The British Automobile Club, a special cable dispatch stated, has asked to withdraw from both the International Cup and the Grand Prix races unless they are run separately.

Prince Louis of Battenberg, in command of a British cruiser squadron, will visit American ports in the course of a forthcoming cruise.

According to advices from Curacao revolutionary agents are collecting arms for a movement against President Castro.

Capon, the revolutionary priest, a special cable dispatch said, was on his way to London through Paris.

The strike in the Caucasus continued and the railroad line has been damaged.

A report that reserves at Peterhof, near St. Petersburg, Russia, had mutinied was denied, but it was admitted that there was dissatisfaction among the troops.

It was reported from London that Russia had completed negotiations at Paris for a loan of \$200,000,000.

Washington (D. C.) postal officials have completed arrangements at London and Paris for the sorting of mails on the transatlantic passage and the establishment of an international parcels post.

Arbitrators in the suit of the Reid Company against the Newfoundland Government granted an award of over \$1,500,000 to the company for the loss of telegraph rights.

Gripenberg asked the Czar to retire him from command of the second army in Manchuria.